

Machinery for Punctureless Tube Factory Arriving Here

Work preliminary to the beginning of manufacture of puncture-proof inner tubes and tires at the big million-dollar plant of the U. S. Compression Inner Tube company on the Sand Springs line is being speeded up this month. Activities at the factory, which were delayed recently as a result of inclement weather and shortage of building material, will soon be resumed.

This new industrial structure is attracting the attention of many visitors to Tulsa, who recognize it to be one of the most modern of its kind in the United States. Through the efforts of M. C. Hale, president, and other officials of the organization, every convenience will be provided in the various departments to

enhance the comfort and increase the efficiency of the employees. A few shipments of machinery have arrived and others in transit are expected to reach Tulsa this month. All of the equipment is the best that could be manufactured by rubber experts, will be housed under the supervision of A. J. Pennington, superintendent of the company, and one of the foremost factors in the country in his field. Automobile and tire dealers from the Atlantic to the Pacific coasts are manifesting a keen interest in the plans for the completion of the factory and urging the earliest possible shipment of the new tubes, which are in great demand among motorists in every section of the country.

McClelland Gentry Motor Company Succeeds Sturm

The McClelland Gentry Motor company is making a formal announcement today of its taking charge of the Sturm Motor company, 302 East Second street. The arrangements for the successors of the Sturm Motor company to assume charge of the agency for the Hudson

and Essex cars was made last week. The McClelland Gentry Motor company is a branch office of the Oklahoma City plant of the same name. U. B. Worcester, formerly of Enid, is the new manager. Mr. Worcester has been a prominent business man of Enid for 25 years

and was here highly recommended to the McClelland Gentry Motor company. Mr. Worcester has already made several additions to his corps of expert mechanics and promises that he will give the best service possible at all times. He has several cars, mostly of new Hudson and Essex models, on hand in Tulsa from the factory. We expect to establish several new agencies throughout the northwestern part of the state.

GOLD IS MADE BY CHEMIST

Kentucky Man Completes Formula After 18 Years of Experimenting.

LOUISVILLE, Ky., Jan. 10.—The production of gold and silver through a mechanical distillation of nature's process of the result of experiments covering a period of 18 years, was announced here and documents were produced intended to show that at least one element, namely, gold, had been made from the fumes of the dissolver.

The discoverer of the process is Dr. Thomas M. Low of Dayton, Ky. He has worked on the theory that known elements subjected to exact periods would produce gold.

The grade of two streets in Los Angeles enabled a man to build a four-story garage with a car entrance at each time, two on each street.

KEEP COMPLETE RECORD OF CARS

Springlife Company to
Index Description
of All Autos.

Announcement is made by P. C. Merrill and W. C. Ligon, of the Springlife company, a local branch of the parent company now manufacturing a high form of dry spring lubricant at Kansas City, that all automobiles and trucks left in their care for the purpose of having springlife installed in the springs, will be carefully indexed for the purpose of future positive identification.

"A permanent record will be kept in our office," said Mr. Merrill, "in making to a word reporter a few days ago, 'the numbers of all parts, the size of the tires used, and the size and color of the car itself, will be listed, which in case of loss by theft or otherwise should make this data valuable to the owner of the car.'"

Springlife, further stated, Mr. Merrill is a perfect form of dry lubricant which when cemented permanently between the spring leaves of the car, becomes practically a part of them, thereby greatly increasing tire mileage, and at the same time riding the car of rattles, jolts and squeaks.

Contrary to the notion which mo-

torists have who are acquainted only with the time to proper lubricate the springs continued Mr. Merrill, spring life can be installed in just exactly one hour and 15 minutes, and once installed it will retain its full efficiency for at least a year under the most rigid service. It cannot cause any wear in the case of ordinary operation.

Mr. Ligon, who is sales manager of the Springlife company, is well known in Tulsa having been connected for a number of years with the Mowbray Undertaking company of this city. Mr. Merrill, who is a brother of the president of the Kansas City organization.

Plans are now being perfected to open a branch office in Oklahoma City in the very near future, and the establishment of an auxiliary factory in Tulsa may become necessary later.

BARGE LINE IS ORGANIZED

Forty Towing Vessels to Be Used in Packet Service on the Mississippi.

ST. LOUIS, Mo., Jan. 10.—The federal barge line on the Mississippi will have its entire fleet of 40 barges in operation by April 1, according to J. P. Higgins, special agent. Ten of the carriers are working at present.

Plans have been made, Mr. Higgins explained, to double the service shortly by inaugurating a two-month schedule between here and the Gulf.

In addition there will be a packet service between St. Louis and Arkansas points, to expedite shipments to those destinations, Mr. Higgins said.

SIZE OF TUBES VARIES

Exhaustive Tests of Michelin Company Prove Inner Tubes Are of Various Diameters

A set of interesting figures has just been compiled by the Michelin tire company showing the varying diameters of inner tubes of the same branded size.

Most motorists probably believe that all inner tubes made for a certain size of tire are of the same

length and diameter, but this is not the case.

Of 25 leading makes of inner tubes recently measured in the Michelin laboratory, no two were alike in diameter, the difference between the smallest and the largest being as much as 1 1/2 per cent.

The Michelin tube, it is said, has a much larger diameter than the average of other tubes. Michelin tubes are made on circular cores to the exact shape and size of the inside of the casing. Other tubes are made on straight cores and are forced into circular shape by inflation inside the casing.

The Michelin tire company offers to send a report about tube measurements to the interested motorists.

FISHERMEN USE PLANES

Aviators Sight a School of fish and Wig Wag to Men Their Location. SAN DIEGO, Cal., Jan. 10.—The first fleet of airplanes to locate schools of fish is being used by fishermen putting out of here. The planes sail out to sea and upon seeing a school of fish inform the men in the boats by wireless. The experiment has proved a success and it is expected that fish companies along the entire coast will adopt the method of locating fish.



BETHLEHEM

When Is First Cost Absorbed?

It is usual to charge 20% a year depreciation against a \$6,000 truck—\$1200.

Now for a common problem: A contractor needs truck transportation for three years. If he buys a six thousand dollar truck those three years will show a total depreciation of \$3,600.00. The three-year depreciation on his \$6,000 truck is greater than the cost of a new 3 1/2-ton Bethlehem.

Bethlehem Motor Trucks are neither underbuilt to meet a price nor overbuilt to justify a price. In them, Price and Quality combine to make greatest value. They are willing to be judged as motor trucks should be judged—on their ability to transport and the cost per ton mile of that transportation. Buy your Motor Truck on Facts.

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